AMENDMENTS TO THE SPECIFICATION

Please replace the paragraph beginning on page 4, line 10 with the following replacement paragraph:

-- Coupling tongue 12 is sized for insertion into coupling socket 22 of receiver 24, which is attached to vehicle 14. Such receivers 24 are well known in the art, and are available in different standard shapes and sizes, depending upon the desired towing capacity. The most common receiver 24 is tubular and square in cross section, and may be used, for example, to pull machinery, trailers and such. Therefore, in one embodiment coupling tongue 12 is square in cross section. However it may be any of a number of other shapes in cross section, with polygonal shapes being preferred. Coupling tongue 12 comprises an aperture[[26]] (not shown), which aligns with apertures (not shown) on receiver 24. Coupling tongue 12 may be reversibly attached and locked to vehicle 14 by the insertion of coupling tongue 12 into coupling socket 22 of receiver 24, insertion of a coupling pin 28 through apertures on receiver 24 and corresponding aperture[[26]] (not shown) on coupling tongue 12, and by inserting a retainer 13, such as a locking clip in apertures at one or both ends of the coupling pin.--

Please replace the paragraph beginning on page 5, line 5 with the following replacement paragraph:

-- Clevis 16 is pivotally attached, and reversibly locked, to coupling tongue 12. Axially aligned apertures[[30]] (not shown) formed in legs 15 and 17 align with a corresponding aperture (not shown) on the coupling tongue, to receive hitch pin 18. Therefore, clevis 16 may be mounted onto coupling tongue 12 by the insertion of coupling tongue 12 between legs 15 and 17, followed by insertion of hitch pin 18 through the apertures[[30]] (not shown) on clevis 16 and through the corresponding aperture on coupling tongue 12, thus interlinking clevis 16 with coupling tongue 12. The hitch pin is held in the aperture by use of retainer 13, such as a locking clip or ring, as is well known in the art.--

Please replace the paragraph beginning on page 6, line 20 with the following replacement paragraph:

-- As is apparent, hitch 16 may be of uniform thickness throughout, as is shown in embodiment 300 of ~~Figures 9 and 10~~ Figure 9. This embodiment may be easier to manufacture. However, for some applications, this added uniform thickness may add unnecessary weight. Therefore, by providing a smaller area of increased thickness (*i.e.*, wear plates) at the ends of clevis 16, the strength and durability of a larger and heavier hitch assembly may be obtained, without adding too much weight to the total weight of the assembly.--